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ciations among the poorest. The fourth contemplates the compulsory raising of the wages of the poorest paid. "Would it be possible," he asks, "in those cases, say, where 5s. a week was the ruling figure, to make it 7s. 6d.?" If that be "not a princely income, it is 50 per cent. better than 5s. An inch in the way is worth a mile in the clouds." He answers his question in the affirmative, though he realizes some of the consequences that may follow. These consequences he regulates by further control. That the increase in wages may be well spent the precaution must be taken that it go in the direction of extra housing accommodations, for example. Then, too, a policy of exclusion of immigrants must be adopted. The foreign competition for markets would take care of itself through the increased efficiency assumed to follow upon a raising of wages. "No doubt if a wage is so low that it ought to be raised, and yet it cannot be raised, it will suggest the inquiry, Is such trade worth preserving?"

These are the points of the policy urged. Doubtless their expansion in sufficient detail would have increased the size of the book beyond practicable proportions, yet as one reads them and notes the tone of assurance behind their statement, one's mind is filled with questions the answers to which are hardly suggested, much less stated. This characterizes the book as suggestive rather than conclusive, which perhaps is all that was intended in its writing.

In closing, one should not fail to note the fact that the individualism of the author is not individualism as generally understood. "The very foundation of individualism is that services should be appraised at their true value and paid for accordingly" (p. 19). "The very foundation of individualistic society is the *just* payment for services rendered, and our last duty as a state is to find at what bottom figure some slave class can be compelled to labor" (p. 33). "Where men are improvident, and have had the misfortune to be born of improvident parents, 'tis true they find life very hard. But it is not the least merit of our present system of individualism that the reward for thrift, industry, foresight, and self-restraint is so universal, and it might also be added, so certain" (p. 118). "While we speak of individualism it is only in theory it exists, for the amount given and spent in the assistance of others is simply fabulous. Not the least merit of individualism is that whilst it develops all the stronger points of a strong people, it gives such free play to altruism. And the danger today is that it is altruism and not individualism that spells the decadence of our race" (pp. 333, 334).

The reader must decide for himself whether this is individualism or not. Upon his decision will depend, not so much his agreement with the points advocated in the programme, but his naming of the programme: individual, or not. After all that is a small matter, compared with the programme itself.

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*Les expropriations et le prix des terrains à Paris, 1860-1900.* Par MAURICE HALBWACHS. Publications de la Société Nouvelle de Librairie et d'Édition. Paris: Ed. Comely & Cie, 1909. 8vo, pp. 416. Fr. 8.

An extremely interesting, original, and careful study of the movement of the price of land in Paris during the last half-century. The idea underlying the

study is that there is a close connection between the expropriation of land and the price movement, that expropriation is, in fact, the first and most important thing to be studied by those who seek to understand the price movements. "Expropriation is not a cause but a condition; the social tendencies and demands are the causes; but these are not fully realized, they do not take form and exercise an active influence, until the time of the expropriation." The act of expropriation, as the study shows, is not the result of individual caprice or effort but is rather the result of the needs of society; it prepares the way for a change made necessary by the growth of the district, city, and nation, or the rise of some social requirements. These needs grow slowly and are repressed, but eventually they suddenly break forth in some act of expropriation. This same act at once awakens people to a full realization of the future possibilities of the district affected. Thus "it is the suddenness of the act [of expropriation] which is important; it is on that occasion that all the social tendencies are at one stroke set at liberty, while at the same time the possibilities of the future are made clear." The result is that the changes in the value of land do not take the form of a steady slow advance, but occur intermittently and by sudden spurts. Thus it is that the expropriation of land and the prices thus made, since they reflect the full operation of the many forces present and future which determine the value of land, are of such moment. Hence, too, the importance of beginning a study of such prices with a study of expropriation.

In developing this theory the author makes a careful study of the expropriations in Paris and their connection with social needs, the movement of population in the city, and the demolition and construction of buildings. He then makes a comparison of the expropriations and the movement in the price of land, and tries to determine other influences by a study of the general price movement of all commodities and the growth of the country as reflected by railroad earnings. Numerous statistical tables, charts, and maps of Paris in 1855 and 1907 help to elucidate this exposition. Whether such a method of attack would prove serviceable in the case of American cities, where expropriation has played so small a part, may be questioned. At best, as the author himself insists, it is but a beginning, and still leaves much to be done in explaining the fundamental causes, which, as he also points out, must vary greatly in different places. The book is a suggestive and careful opening of an untrodden field of study and whether one accept the author's theory or not the data here gathered are most valuable.

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*Efficiency as a Basis for Operation and Wages.* By HARRINGTON EMERSON.  
New York: The Engineering Magazine, 1909. 8vo, pp. 171.

In the great emphasis which of late has been given the subject of distribution we are apt to forget the importance of production. The author of this book, however, insists that well-being and efficiency in production are now more closely connected than ever before. His practical experience, moreover, enables him to point to the facts and cite numerous concrete cases to prove his contention. Hence it is that this book, written primarily for engineers, is well worth the attention of economists. The statement that "It is not because men do not work hard, but because they are poorly directed and work under adverse conditions that their efficiency is low" indicates the author's point of